



The DEPLOYER



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The Deployer Mission Statement

The mission of The Deployer is to provide the community of Transportation Information Systems users, stakeholders and sponsors timely knowledge on our family of systems—systems that empower the DoD to plan, deploy, load, monitor and provide full visibility of the transportation process.

Message from the PM

Welcome to the fall edition of The Deployer. As we enter the month of October, the contractor is finishing up development work on Block 3. We will be spending the remainder of the year conducting internal tests and preparing for an operational test early next year. The operational test will be conducted at Fort Hood, Texas, and maybe a second location. Our original choice for the second location was Gulfport, Mississippi; however, we may have to reconsider that decision based on the recent Gulf storms.



Mr. Robert Morris, PM, TIS

Our users at Fort Campbell had less than a successful experience for its first deployment using TC-AIMS II Block 2. Several working groups were formed to conduct a post mortem and to recommend changes. Collectively, we identified areas within business process, software, standing operating procedures and training that could be improved. I think the real bottom line is that in order for an enterprise system to work, we all have to do our part to make it work, even if it means changing the way we currently think and operate. We have jointly agreed to revisit Fort Campbell later this year to conduct a subsequent deployment exercise in order for our users there to gain confidence in the system.

Another area in which we are working really hard is training. Based on your feedback, we are revamping our unit movement course to better align with the deployment business process. The Joint User Course will be split into two courses. You can read about the details in the article, "TC-AIMS II New Equipment Training to Change."

I recently returned from a visit to USAREUR where I met with several senior leaders, talked with members of the TC -AIMS II user community, and attended the Annual Land Combat Expo. As many of you know, USAREUR is our oldest customer. They embraced the concept of TC AIMS II in 1997 by employing the system while still in prototype and have been working diligently ever since to improve the theater's ability to deploy. Our visit was very beneficial and we received some good feedback and suggestions for improving the system.

Please join me in welcoming Ms. Amy Branscome, our graphic artist. With new employees come new ideas. We look forward to how she will reshape the way the program office communicates with our users. One of her first priorities is to update our website. We will notify you when it's up and running. Welcome Amy! 🖨

WHAT CAN AN EQUIPMENT RECORD REPRESENT?

by John Molter, Systems
Integration Engineer

A sset Readiness:TC-AIMS II exists to enable the users to efficiently create the movement documentation and data that supports the movement of unit assets from origin to destination by several modes of transportation. The first step in this process begins in Asset Management, where it is the unit's responsibility to create accurate unit asset records. The unit creates and maintains these records in a state of readiness for unit move plans. Accuracy for plan readiness means that each record is complete with the appropriate data values for that particular asset in each of the required fields supporting unit move, which occurs later in the "Movement" Business Process Areas. Record readiness in Asset Management should not be understood to mean that the user does not have to perform any further record creation or maintenance once the user is in Movement Planning, creating the UDL and UDL Roster. It is during this process that the user must think in terms of moving assets as shipment units or packages. The way we identify our packages or records has significant consequences with regard to planning the correct number and cost of conveyances and toward meeting movement delivery dates. This presents a need to consider what a record in TCAIMS-II represents.

Asset Types - Equipment or Supplies:

Material assets can be grouped into two basic categories – equipment (major end items) and supplies. Equipment is normally serialized items accounted for by being placed in the custody and care of a Responsible Individual. The individual typically signs for the equipment, controls it, maintains it, and depends on it to perform the unit's mission. It is not an expendable item. Two examples are a truck and a machine gun. Equipment normally has Item ID, LIN Index, and NSN. Supplies are not serialized in the same manner as equipment and are normally intended to be consumed. They can still have a measure of accountability and have some identity or traceable characteristic. An example is ammunition, which has Lot Numbers and DODICs. Another example of a supply item is plywood. Supplies normally have only NSNs.

There are some fields in Asset Management (and in Movement Planning) that work together to identify what a particular (material asset) record represents. The three basic fields are Pack Type, Num(ber) of Cargos, and Qty per Cargo. Let's explain. Cargo is packaged in many forms or types. Pack Type tells us how we can visually recognize the cargo (record). Number of Cargos tells us how many of these packages (Pack Type) there are. So if we have a Pack Type of BX (Box) and a Num(ber) of Cargos of 1, then the record represents one box. Qty per Cargo tells us the quantity of the asset (as identified by NSN and Description) inside the box, in this case.

A truck is an example of an equipment asset that is easily identified as a single shipment unit. It will have a Pack Type of VO (Vehicle Operating), a Num(ber) of Cargos of 1 and a Qty per Cargo of one. When shipping items such as this, the Num(ber) of Cargos and Qty per Cargo will normally be 1 and 1, respectively.

The confusion may come with smaller material unit assets, either equipment or supplies, because they will not be shipped as individual pieces. This is why we need to be careful in using the three basic cargo record identity fields in synch with one another.

Example 1: Packaging and Quantity of Ammunition:

Ammunition is a good example. It is a supply asset that is not shipped by piece or round but is usually boxed or crated. You would know through past experience or when you inspect the actual ammunition what the NSN and what the Pack Type is. The packing slip should also identify the number of rounds in the package (Pack Type).

1. In TC-AIMS II, create a record using NSN 1305005421196, Cartridge,7.62 Millimeter.
2. Click OK to save. Notice that Pack Type has no value, Num(ber) of Cargos is 1, and Qty per Cargo is 800. This is not an accurate record yet.
3. For this example, we have identified the Pack Type as a crate so we enter CR (find it in the lookup table).
4. We enter 1 in Num(ber) of Cargos and 300 in Qty per Cargo (The packing slip says that the crate contains 3 ammo cans of 100 rounds per can.)
5. Click OK to save.

What Can Equipment Record Represent?, continued from page 2


6. Click Refresh & notice the HazItem Ind icon appears for the record.
7. Go to the Hazards tab and review the autopopulated hazard data for this record. Look at Round Count; it should equal 300. Now do we have an accurate record?
8. Go to the Physical Characteristics tab.
9. Are the dimensions and weight the same as the crate of ammunition? If not, measure it and weigh it, then correct the record.
10. Ammunition can further be identified by Lot Number. Go to the Inventory tab and enter the Pkg Lot Number that is on the packing slip or stamped on the crate.
11. Now let's take this one step further. We don't normally ship crates individually. Suppose we have 10 of these crates of the same ammunition with the same Pkg Lot Num(ber) and we want to ship them together.
12. At this point you can generate 9 more records using the Edit, Generate Records function in AM; or you can make this record represent all 10 crates as they will be shipped as a shipment unit. To make the record equal one shipment unit of 10 crates of ammo you will need to adjust all of the characteristics by X10.
 - Round Count will need to be 10 X 300 or 3000. Go to the Inventory Tab.
 - Change the Num(ber) of Cargos to 10.
 - Round Count changed from 300 to 3000 on the Hazards tab. Go to Physical Characteristics Tab.
 - Change the Weight; it will need to be changed to 10 X what was entered.
13. Now the shipment of ammunition cargo is ready to be mobile loaded.

Example 2: Packaging and Quantity of Machine Guns in QUADCON:

Forty machine guns need to be shipped in a QUADCON that the unit is using as a secure armory for air shipment to an overseas destination. It is known that the 40 machine guns fit inside the container. There are two approaches to this.

1. Create 40 machine gun records where each one has a Serial Number and is linked to the QUADCON using PUT INTO. PUT INTO only adds the weight of the rifles to the QUADCON and retains the dimensions of the QUADCON.
2. Create one machine gun record, change the Num(ber) of Cargos to 40, keep the Qty per Cargo as 1, and keep the Pack Type as PC for piece. Change the Weight in the Physical Characteristics tab to 40 X 7 or 280. If you built machine gun racks into the quadcon, then change the weight of the QUADCON accordingly. Then link the machine gun record to the QUADCON as above.


What should a record represent in order to achieve visibility?

As mentioned in the beginning, we get our records in a state of readiness in Asset Management for any plan. If we have items that will be packaged for shipment the same way for every plan, then putting the records in this state in Asset Management will save time. However, there may be times where records can not be created and even linked in advance because cargo may be arranged differently for each separate plan. Also, new records may need to be created just for a specific plan in Movement Planning. Organizing packages or cargo in support of a movement plan, e.g. building pallets, may occur first and then this information would be entered in TC-AIMS II. Consider in advance the level of effort and detail necessary to create and maintain records to support unit movement. We used a small number of machine guns as an example, but the same concept can be applied to a multitude of items. Using one record to represent many of the same item but in the context of a single cargo saves time. Planners at the senior level need to ask the following questions and give guidance to their subordinate unit movers accordingly. Is it the intent to have visibility of the single cargo or of every single small item within each cargo? 

INSTALLATION OF THE TIS RAN2

by Gloria McBroom, Information Technology Specialist

The Transportation Information Systems Program has negotiated a Service Support Agreement (SSA) with the Army Knowledge Online (AKO) Program to provide hosting support for a second TIS Regional Access Node (RAN2) to be implemented this fall. Additional future RANs will be located in other secure host facilities to diversify provision of TIS enterprise services implemented in the future.

The Central Management Facility, located in Springfield, Virginia, manages the fabric of the overall TIS Enterprise. Over time, each TIS RAN will be implemented to balance the global load and provide failover in case other RANs lose connectivity. These features will be transparent to users, but will increase overall enterprise service availability. 

TC-AIMS II New Equipment Training to Change

by Doug Garrell, Director ILS & Fielding

The TC-AIMS II New Equipment Training (NET) program will change in January 2006. The current Joint User Course (JUC) will be replaced by two new courses - USA Level 1 TC-AIMS II User Course and a USA Level 2 TC-AIMS II Coordinator Course. The revised courses will focus on two different TC-AIMS II user groups. The first group is Unit Movement Officers (UMO) who are normally assigned UMO responsibilities as an additional duty. The second group is unit movement coordinators from the battalion/brigade level through the various offices in the installation transportation office that support unit movement operations.

Students will be trained in the context of two deployment scenarios that are based on USA deployment process. The first scenario trains users how to use TC-AIMS II in the context of a Time Phased Force Deployment Data (TPFDD) move based on the requirements of a Combatant Commander in an operational theater such as Southwest Asia. The second scenario trains users how to use TC-AIMS II in the context of an administrative move (without a TPFDD) to the National Training Center.

There are several changes that will be included in both courses. Some are based on user feedback and some on operational TC-AIMS II usage. Each course will open with fundamentals of a unit deployment lesson. This lesson is intended to provide the student with the understanding of the overall unit deployment process and the concepts that will be used throughout the course. The second lesson that is common to both courses will be TC-AIMS II concept of operations in support of the USA unit deployment process. The two new courses will teach data review techniques in the context of the process being performed. A revamped series of Automatic Identification Technologies (AIT) lessons will be common to both.

In the USA Level 1 TC-AIMS II User Course, unit movement officers will learn how to organize and maintain unit equipment and personnel records in TC-AIMS II. After ensuring key unit asset information is accurate, students will learn how to create a unit deployment list, (UDL) for inclusion in a TPFDD movement plan and then to make UDL changes based on direction from higher headquarters. Unit movement officers will learn the concepts for planning convoys and creating convoy requests as part of an administrative movement plan. Students will learn how to use AIT devices with TC-AIMS II as part of documenting the movement phase of deployment process.

The USA Level 2 TC-AIMS II Coordinator Course trains unit movement coordinators and installations transportation officers how to plan, coordinate, and document movement plans using TC-AIMS II. Students will learn techniques for conducting periodic data quality reviews, creating movement plans, managing subordinate TC-AIMS II user during the planning process, creating movement documentation, exchanging data with other systems, and documenting a movement.

These changes to the TC-AIMS II unit move training courses are designed to provide the intended users a fundamental understanding of the USA deployment process and how to use TC-AIMS II as a tool supporting that process. ☐




JUC at Fort Bragg.

Updated Fielding Schedule as of October 2005

by Ryan Hally, TC-AIMS II Fielding Coordinator

This fielding sequencing is based on the June 2000 TC-AIMS II Army Order of Precedence (AOP) Power Projection Platforms (PPP) and Power Support Platforms (PSP), the BCT/SBCT transformation priorities, and estimated OPTEMPO. All activities are block 2 fielding unless noted. Block 3 fielding will be integrated in FY07 based on a projected FY06 Block 3 fielding decision. Changes to funding, OPTEMPO or other DA directed actions may change this schedule.

For more information concerning the fielding process or scheduling information, please contact Mr. Greg Gibson (703-752-0763) greg.gibson@us.army.mil or Mr. Tom Fleming (703-752-0853) thomas.fleming@us.army.mil 


	Fielding Window			
	FC/GC	NMIB	Start	End
Fort Lewis (2CR SBCT, SOF, & Enterprise Migration)			Jul-05	Sep-05
Fort Hood (w/o 4ID and 1CAV)			Aug-05	Nov-05
Fort Bragg Enterprise Migration (30 HVY NG BCT Transformation)		TBD	Mar-06	Apr-06
Fort Irwin (Block 1 to Block 2 Transition)	N/A	Complete	Nov-05	Dec-05
Fort Eustis	Complete	Complete	Jan-06	Apr-06
Hawaii Enterprise Migration	N/A	Oct-05	Feb-06	Apr-06
Ft Dix (56th SBCT)	Complete	Complete	May-06	Jun-06
1st CAV Ft Hood (BCT Transformation)	N/A	Nov-05	May-06	Jul-06
81st CAV Fort Hood (BCT Transformation)	N/A	Jan-05	Jun-06	Jul-06
Ft Bliss (1st AD)	Oct-05	Jan-06	Jul-06	Aug-06
Alaska (4/25th BCT & Enterprise Migration)	Complete	Complete	Jun-06	Jun-06
Ft Stewart (w/o 3ID, 155th IBCT ARNG)	Oct-05	Jan-06	Jul-06	Sep-06
3ID BCT Transformation (Stewart & Benning)	Oct-05	Oct-05	Jul-06	Sep-06
5/25 BCT (Benning)	Oct-05	Jan-06	Aug-06	Sep-06
Ft Riley (1st ID, 6/25 BCT)	Jan-06	Apr-06	Oct-06	Dec-06
USAREUR Block 3	Feb-06	May-06	Oct-06	Dec-06

(Dates are subject to change)

THE NEW CUSTOMER SATISFACTION SURVEY

by Marcus Odum, IT Help Desk



The TIS Helpdesk is proud to offer an improved Customer Service Survey. The new survey offers features designed to enhance the consumer experience. The survey consists of a few questions detailing your experience with the TIS Helpdesk as well as an additional section for your feedback on each question. The new survey also offers a customer information section that allows the user to insert updated contact information. The last feature is an automated management response toggle which notifies management of unsatisfactory Helpdesk issues. When you select yes to receive management notification, the Helpdesk manager will contact you to discuss your experience. These features have been added to make sure your experience with the TIS Helpdesk is a more personable one. We encourage our users to use this survey as it allows us to continue to improve on customer service to all TIS customers. 

Is there something you would like to read or hear about in the next issue of The Deployer?
Please send your ideas and suggestions to: tiswebmaster@eis.army.mil

The Defense Finance and Accounting Service (DFAS)-Rome 2005 Year End Symposium

by Chris Reading, Operations
Research Analyst



Appreciation letters presented to DFAS Rome.

During a 3 day conference at the Defense Finance and Accounting Service facility in Rome, NY, several new initiatives were presented. These new initiatives provide individuals who work within the budget and execution functional area, as well as individuals who work in other functional areas, the ability to effectively gather and analyze valuable financial information quickly. Electronic File Room (EFR), Wide Area Workflow (WAWF), Central Contractor Registration (CCR), and Mandatory Electronic File Transfer (EFT) were presented during the conference. System demonstrations were given on each of the initiatives, which provided a brief overview of the systems as well as provided conference attendees the opportunity to view real-time operational demonstrations of each system's capabilities.

The conference at DFAS-Rome occurred a week prior to the scheduled committee hearings and voting on the Base Realignment and Closing (BRAC) proposal. DFAS-Rome was on the BRAC list as an installation slated to shut down operations beginning in FY 06. Despite the tremendous amount

of stress surrounding the upcoming BRAC decision the support staff and management of DFAS-Rome were extremely high spirited and provided a very informative conference. The DFAS-Rome finance and accounting support staff have provided outstanding customer service to the TIS joint program office over the years and have gone above and beyond the normal level of customer support on numerous occasions. Ms. Linda Young, Director Business Management TIS, presented awards to recognize the dedication of the DFAS-Rome Director, Mr. Roy Higgins, and staff. The BRAC committee recognized the vital finance and accounting support role DFAS-Rome provides to their customers and voted to not only keep the DFAS-Rome facility open but to expand its operational responsibility and support staff. ☐

CSC TIS PROGRAM MANAGER, EARL BENTLEY, LEAVING AFTER 8 YEARS OF SERVICE

by Mark R. Sherman, CSC Performance Assurance Manager

The PEO TIS Program team bid farewell on Friday, October 7, 2005, to Earl Bentley who has served as the CSC Program Manager over the last two and a half years. Mr. Bentley has been requested to rejoin the CSC DoD Engineering headquarters staff to lead new business efforts as well as provide his uniquely qualified insights in the improvement of other DoD programs.

After retiring from the U.S. Air Force Air Mobility Command and Control Division at Scott Air Force Base in 1994 Mr. Bentley joined GTE's program team as the Operations, Configuration, Quality, and IT Manager for the development of the Army's TC-AIMS II application. After 4 years in this role, and following the acquisition of GTE's Government Systems Division by DynCorp, Mr. Bentley was promoted to the position of Systems Development and Product Manager for TC-AIMS II. It was in this role that Mr. Bentley, a certified ISO 9000 auditor, successfully guided the program to SEI CMM Level 2 and 3 certifications.

Following the acquisition of DynCorp by CSC in 2003, Mr. Bentley was named as Program Manager at a crucial point of both system development life cycle and transformation of the contract from Time and Materials to Performance Based. In addition to successfully leading the incumbent team to a seventh consecutive award during the re-compete, Mr. Bentley was successful in facilitating the government's decision to field Block 2 of the TC-AIMS II application.

During his 8 years of selfless and dedicated service to the program, Mr. Bentley was a model of poise and leadership through many difficult times and long hours of hard work by the entire team. His demeanor, quick wit, intelligence, and lack of pretentiousness provided the tying binds for the program team and a source of inspiration for all. ☐



Earl Bentley, 8 Years of Service

TECHNICAL TIPS

TC-AIMS-II

How do you conduct a successful Integrated Booking System (IBS) Export from TC-AIMS II?

by Melina Culver, Functional Analyst

IBS is the lead execution system of the Defense Transportation System (DTS) for the booking of international surface cargo during both peacetime and wartime operations. The system supports traffic management within SDDC (Surface Deployment Distribution Command), the greatest percentage of which is booking non-unit peacetime cargo. IBS must also satisfy the SDDC mission to execute the strategy developed in deliberate planning for international cargo; and for booking cargo during contingency operations. IBS must be responsive to requirements of commodity managers and war planners requiring continuous access to international surface cargo movement.

Data Transmission and System Setup: IBS will only accept files via F SECURE; therefore, in order to properly perform this export, you must ensure that your system is properly configured for sending the data. TCAIMS II Block 2 is being fielded to users. Block 2 will have a new capability called TIS Messenger which will automatically send the data to IBS eliminating the need for users to manually send the file via FSECURE. TIS Messenger will be made available in the near future through a maintenance release. The setup procedures are slightly different between users who are on Block 1 and 2 and for users who are currently on Block 2.

- Block 1 IBS users: Establish an IBS account with SDCC through use of their official website www.sddc.army.mil (click on access ETA system). Set up F Secure on your local box (guidelines in the TCAIMS II Software Installation Procedures {SIP} 6.14)
- Block 2 IBS users: Presently send IBS export to TIS help desk. File is then forwarded directly to IBS. This process will be followed until implementation of TIS Messenger. At that time the user will be transmitting the export via TIS Messenger with no intervention from helpdesk and will not require that each user set-up individual accounts with IBS.

The following provides the steps to export data from TCAIMS II to IBS. Users should refer to the IBS export checklist in Appendix D of the SUM (Software Users Manual) to identify detailed steps and the source for mandatory data elements.

1. Open the Executed Plan for the Sea leg
2. Click Wizards> Import/Export and select the ME radio button. Click OK
3. Select Export and click NEXT-
4. Select IBS and click NEXT. The IBS TC-AIMS II window displays in the work area listing.
5. You may select records by Unit Line Number (ULN) or select all. You will notice check marks appear in the left-hand column, indicating that the items are selected.
6. Click the Viewer button. The Data Previewer opens.

It is not required to view the previewer prior to export, however it is **very beneficial** to take advantage of this feature. The Data Previewer highlights missing mandatory data elements giving you an opportunity to improve the quality of your data and prevent rejects from IBS.

There are six tabs in the IBS data previewer. The first three tabs are header records and will list header information for all UICs (Unit Identification Code) in the export file. The header record is plan information. The last three tabs are detail records and will list detail information for all items sent to IBS.

All of the data displayed in the Data Previewer represents what will be in the export file.

File Edit Export Help												
IBS	RECORD T.	TCN	ITEM ID	LIN INDEX	EQUIPMEN	MODEL	WCC	AIR DIM CD	WATER SHC	FREIGHT C.	FREIGHT C.	TYF
IBS Add Header	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
IBS Delete Header	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
IBS Change Header	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
IBS Add	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
IBS Delete	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
IBS Change	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
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	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			VO
	A	AMPBYA08..	C18234	02	CARRIER ..	M113A3	876	Z	9			

7. Open each of the previewer screens and review the data.

How do you conduct a successful Integrated Booking System (IBS) Export from TC-AIMS II?, continued from page 7

TECHNICAL TIPS

Mandatory data fields are flagged **RED** when the field is left blank. Mouse over test provides information indicating the field is mandatory. If your file contains any missing fields, close the data previewer and fix the missing data entries prior to creating the export file. Remember that the IBS export is transactional; if export files are created as part of the review process but not sent to IBS then it may result in data integrity problems with the information in IBS.

RECORD T	TRANSACT	ULN	UNIT	DODAAC	OPANID	OPAN	TDC	TRANS MO.	UNIT NAME	ABER UNIT	C
1	A		WFBY40				th	S	HHC 256T	IN HHC B.	BREM
1	A		WFBYB0				th	S	HHC 256T	IN HHC B.	BREM
1	A		WFBYCB0				th	S	HHC 256T	IN HHC B.	BREM
1	A		WFBYTO				th	S	HHC 256T	IN HHC B.	BREM
1	A		WFBYHAA				th	S	HHC 256T	IN HHC B.	BREM
1	A		WPCUB0				th	S	HHC 256T	IN HHC B.	BREM
1	A		WPCUB0				th	S	HHC 256T	IN HHC B.	BREM
1	A		WPCUB0				th	S	HHC 256T	IN HHC B.	BREM
1	A		WPCUB0				th	S	HHC 256T	IN HHC B.	BREM
1	A		WPCUB0				th	S	HHC 256T	IN HHC B.	BREM
1	A		WPCUB0				th	S	HHC 256T	IN HHC B.	BREM
1	A		WPCUB0				th	S	HHC 256T	IN HHC B.	BREM
1	A		WPCUB0				th	S	HHC 256T	IN HHC B.	BREM
1	A		WPCUB0				th	S	HHC 256T	IN HHC B.	BREM
1	A		WPCUB0				th	S	HHC 256T	IN HHC B.	BREM
1	A		WPCUB0				th	S	HHC 256T	IN HHC B.	BREM
1	A		WPCUB0				th	S	HHC 256T	IN HHC B.	BREM

8. Close the Data Previewer and click yes to exit.
9. If no changes are necessary to the data, then click Export. Select target drive to export. Do not change the file name or the Save as type.

The system displays a blue status bar to indicate that the export is processing. When the status bar disappears, the export is complete. (If you had a very large number of records to export, an hourglass will appear in addition to the progress bar.)

10. Click Cancel to close the IBS window, and then click Cancel to close the Interface Wizard window.

Limitations of the Previewer... The data previewer cannot edit check every field to ensure that the value of a data element is accurate. There are many conditional business rules that make it difficult for the software to determine accuracy under all possible conditions. The most common error that the previewer cannot detect is incorrect TCNs. Incorrect TCNs result when a user generates TCNs, then makes changes to the secondary loads and does not regenerate the TCNs. (Details of this error are outlined in the article “TCNs – The Need to Regenerate”

This common mistake cannot be picked up by the previewer.

When a user transmits a file to IBS, it is imperative that the data has been checked prior to transmittal for accuracy and completion. With the implementation of the “IBS Pre-viewer” in build 1.09 many of the instances of errors that are being experienced by users due to missing data can be mitigated. However, the continuous process of reviewing and ensuring the data is correct is a vital step in conducting not only a successful IBS export but success for all exports and documentation. ☞

TCNS – THE NEED TO REGENERATE...

by Melina Culver, Functional Analyst

When a user changes the secondary loads, TC-AIMS II recalculates the SUNs when the linker is closed. For the Army, the SUN is a key element of the TCN, therefore, if the SUN changes, then the TCN must be regenerated. The software currently does not have a feature that will automatically re-generate TCNs. The incorrect TCNs will reject in IBS. The following is an example of moving a box from one container to another is listed below:

Container F0001 TCN=

AWAAUIC\$0F00010XX

Box 1 G0001 TCN=

AWAZTAA\$0G00010XX Y A (A is the sun load indicator)

Box 2 G0001 TCN=

AWAZTAA\$0G00010XX Y B

If Box 2 is moved to Container F0002 and you don't regenerate TCN's then you have something in the IBS export that looks like:

Container F0002 TCN=

AWAAUIC\$0F00020XX

Box 2 G0002 TCN=

AWAZTAA\$0G00010XX Y A

The SUN is automatically regenerated in the linker but is not reflected in the TCN unless the user manually regenerates the TCNs

Incorrect TCNs will cause failure in all products (exports and documentation) that include a TCN. The problem seen in the IBS export is a good example of how incorrect TCNs can cause failure. ☞

TECHNICAL TIPS

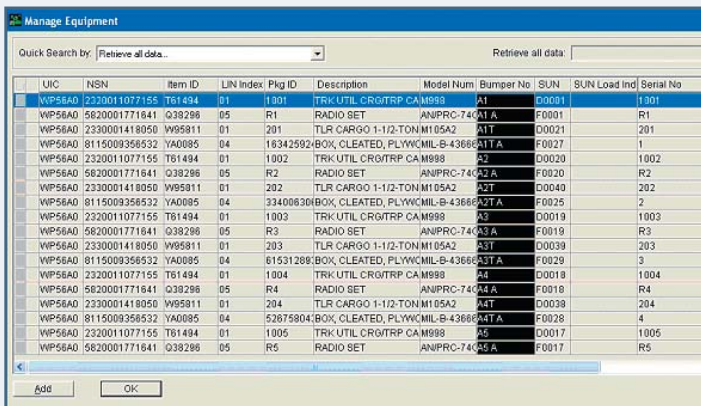
BUMPER NUMBERS AND ASSIGN/ASSOCIATE

by John Molter, Systems Integration Engineer

Many units have been following a naming convention with regard to Bumper Numbers that makes it easy for them to match equipment/records both in the motor pool and in TC-AIMS II, but there are some units who take the more difficult path. We're going to go over this process and perhaps learn some of the tools available in Assign/Associate.

Let's set up the scenario first. We are a Battalion of four letter companies setting up our OEL which means we are preparing our records for embarkation, deployment, or our "Get out of Dodge" plan. We have trucks, trailers, and radio sets, and embarkation boxes. The radio sets and embarkation boxes will generally not receive bumper numbers, but you may take advantage of the bumper number field to make it easier to associate these items to a prime mover, a trailer, a pallet, or a container.

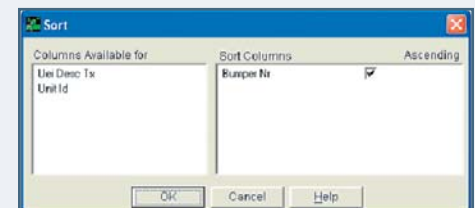
We'll start by naming the prime movers. Start with the unit designator, for example, if it is a Headquarters Company use HQ, C Company use C, etc. Then follow with a number sequence. If I have five trucks, then the bumper numbers will be HQ1 through HQ5. Next we'll name the five trailers using a T to indicate the trailer that we want to match with the truck. The bumper numbers will be HQ1T through HQ5T. As stated above, you may want to use the bumper number field to easily identify which radio sets that will be "Put Into" the prime movers (trucks) and which embarkation boxes that may be "Loaded Onto" the trailers.



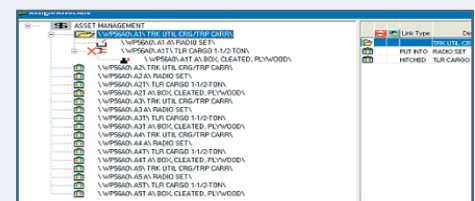
UIC	NSN	Item ID	LIN Index	Pkg ID	Description	Model Num	Bumper No	SUN	SUN Load Ind	Serial No
WP56A0	2320011077155	T61494	01	1001	TRK UTIL CRG/TRP CAM999	A1	D0001			1001
WP56A0	5820001771841	Q38296	05	R1	RADIO SET	ANPRC-7440A1 A	F0001			R1
WP56A0	2330001418050	W95911	01	201	TLR CARGO 1-1/2-TON M105A2	A1T	D0021			201
WP56A0	8115009358532	YAO095	04	16342592	BOX, CLEATED, PLYWCMIL-B-4366A3T A	F0027				1
WP56A0	2320011077155	T61494	01	1002	TRK UTIL CRG/TRP CAM999	A2	D0020			1002
WP56A0	5820001771841	Q38296	05	R2	RADIO SET	ANPRC-7440A3 A	F0020			R2
WP56A0	2330001418050	W95911	01	202	TLR CARGO 1-1/2-TON M105A2	A2T	D0040			202
WP56A0	8115009358532	YAO095	04	33400630	BOX, CLEATED, PLYWCMIL-B-4366A3T A	F0025				2
WP56A0	2320011077155	T61494	01	1003	TRK UTIL CRG/TRP CAM999	A3	D0019			1003
WP56A0	5820001771841	Q38296	05	R3	RADIO SET	ANPRC-7440A3 A	F0019			R3
WP56A0	2330001418050	W95911	01	203	TLR CARGO 1-1/2-TON M105A2	A3T	D0039			203
WP56A0	8115009358532	YAO095	04	61531288	BOX, CLEATED, PLYWCMIL-B-4366A3T A	F0029				3
WP56A0	2320011077155	T61494	01	1004	TRK UTIL CRG/TRP CAM999	A4	D0018			1004
WP56A0	5820001771841	Q38296	05	R4	RADIO SET	ANPRC-7440A4 A	F0018			R4
WP56A0	2330001418050	W95911	01	204	TLR CARGO 1-1/2-TON M105A2	A4T	D0038			204
WP56A0	8115009358532	YAO095	04	52875804	BOX, CLEATED, PLYWCMIL-B-4366A3T A	F0028				4
WP56A0	2320011077155	T61494	01	1005	TRK UTIL CRG/TRP CAM999	A5	D0017			1005
WP56A0	5820001771841	Q38296	05	R5	RADIO SET	ANPRC-7440A5 A	F0017			R5


After we assign bumper numbers following this naming convention we can sort on the Bumper Num column header in Manage Equipment. Notice that the records are in the order that they would be linked in Assign/Associate.

3. Select UIC and Bumper Num in the Customize View window. Click OK.
4. Right click and select Expand All from the popup menu. It lists all of the company's assets but not in Bumper Number order.
5. Go to the Menu bar and select View, Sort. The Sort window appears.
6. Drag and drop Bumper Nr from the left pane to the right pane.



7. Click OK. The list in Assign/Associate is now in Bumper Number order making it easy for you, the user, to find the children and parents to perform any necessary linking.



Now each company has completed their linking of assets and informs their Battalion S-4. The S-4 has permission to see the assets of each company. When the S-4 opens Assign/Associate all four companies' assets are displayed. He wants to focus on one company at a time. The S-4 clicks on the Select UIC(s) icon which is to the right of the Find icon, recognized as Binoculars. The window opens and he select his Headquarters Company and clicks OK. The Assign/Associate window displays only the Headquarters Company assets. 

1. Open Assign/Associate.
2. Right click in the left pane and select Customize View from the popup menu.

TECHNICAL TIPS

Replacing an Item in Movement Execution

by Carla Brown, Army Functional

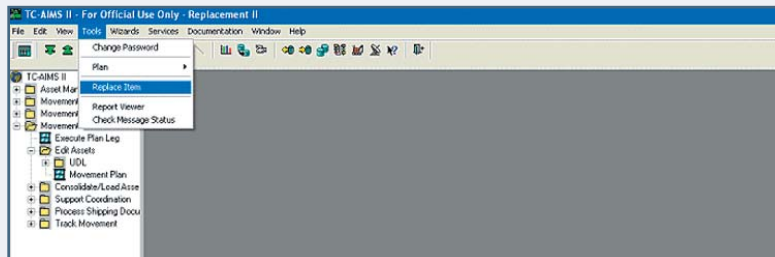
Replace Item Command is used in Movement Planning and Movement Execution "ONLY" to replace an item of equipment with another like item of equipment (i.e., replacing an unserviceable item for a serviceable item).

Scenario: Your Company is deploying; you have successfully entered all the appropriate data in Asset Management, Movement Planning, Movement Coordination, and Movement Execution. Company A is scheduled to drop off 16 – M1090 Family of Medium Tactical Vehicles (FMTV) that are part of the Unit Deployment List (UDL). Prior to departing the motor pool, the Company discovers that one of the vehicles is deadline with a blown engine. The platoon sergeant has coordinated with the Truckmaster and the Company Commander to replace the deadline vehicle with one of the serviceable vehicles scheduled to be left behind – replacement vehicle has the same characteristics but a different bumper number.

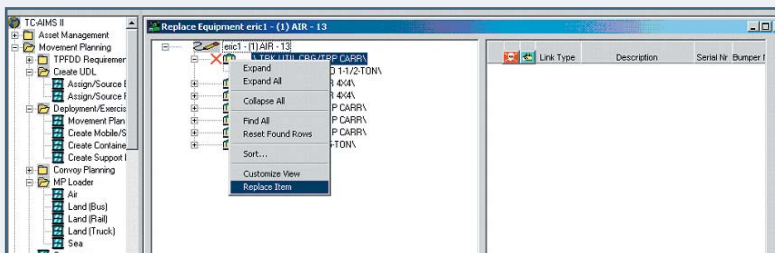
Before using the Replace Item Command, the asset to be replaced must be assigned to the plan; item used as a replacement can be in either Asset Management or the same Plan. If using an asset from the same Plan, it is recommended that the replacement item be in the UDL.

The process is simple just a few easy steps:

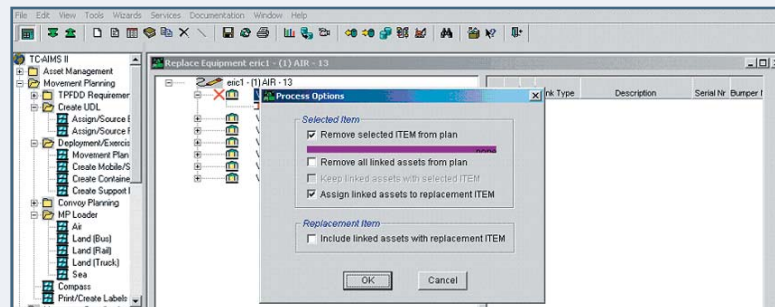
1. From the Tool menu select "Replace item."



2. Double click on icon to the left of the Plan name (Item list will be displayed), Highlight item to be replaced, left click on the item to be replaced. (This will put an X next to selected item).



3. Right-click while still pointing to desired record to receive a menu box. Select "Replace Item". The Process Options window appears.




4. Check the desired options for both the item to be replaced and the replacement items. (NOTE: Review Systems users manual (SUM) for explanation of options).
5. Select "OK", the Selection Equipment window appears. NOTE: Large "P" in left column indicates item is currently assigned to open Plan.

	UIC	NSN	Item ID	LIN Index	Package ID	Description	
P	WQP1C654500914388	E3700101	19132			CLINICAL PSYCHO SET	NO
P	WQP1C654500926148	E5861101	19128			MED EQUIP SET LAB	NO
	WQP1C654500926906	N2371201	19146			OPTOMETRY EQUIP SET	CO
	WQP1C654500935405	T6046401	27841			SINK UNIT SURG SCRUB	NO
P	WQP1C654500952217	S1015701	19131			RODENT SURVEY SET	NO
P	WQP1C654500982412	H1079301	19126			ENTOMOLOGICAL KIT	FI
	WQP1C654501141946	M2367301	28743			MES CHEM AGNT PATIENT	NO
P	WQP1C654501141947	M2641301	19090			MED EQUIPMENT SET	NO

Replacing an Item in Movement Execution, continued from page 9

TECHNICAL TIPS

6. Highlight desired replacement Item, select "OK". When "OK" is clicked the system completes the process.
7. Select "X" to close window.

Deadline/unserviceable vehicle has been replaced with a serviceable vehicle creating minimal interruption to the Deployment process. 

TIS-TO UTILITIES

by Robert White, Army Functional

As TIS-TO users rotate and deploy to other Geographical Areas/Theater of Operations, occasionally the newly assigned TIS-TO operator does not get briefed on some of the built-in maintenance processes TIS-TO provides to help the system operate as efficiently as possible. To ensure your system is operating at its best run these processes on regular bases.

A. FILE REINDEX/COMPRESS

In the event your system is halted and you receive a message stating your files have been corrupted; you should run the File Reindex/Compress process. The process allows the user to rebuild, reindex and compress files that may have become corrupted. Normally the system will identify the file that is corrupted. Tag the file with a "Y" and press [F-10]. If you are not sure which files may be corrupt tag all files. For detailed instructions refer to the End User Manual, Volume I, Para 4.3.1.5 Reindex/Compress page 4-74.


B. CLEAR SEMAPHORES

If you are trying to enter a process and receive a message stating "THIS PROCESS IS CURRENTLY IN USE," and you are sure there are no other users on the system, you should run this process. This process allows the user to clear semaphores files created by system malfunctions i.e., power failures, improper system shutdown. For detailed instructions refer to the End User Manual, Volume I, Para 4.3.1.6 Clear Semaphores. page 4-76.

C. RECONCILE RECORDS


The Reconcile Records process identifies and removes all orphan (invalid) records in the database. This is a rather lengthy process so refer to the End User Manual, Volume I, Para 4.3.1.8 Reconcile Records page 4-78.

D. HISTORY

The History process allows the user to archive records; retrieve records; and delete records. Prior to running the history process, you should run the "Stops Past RDD Report" and "Reconcile Process." This process includes selecting records that are eligible for the history database and copying archive records to an external media. For detailed instructions refer to the End User Manual, Volume I, Para 4.3.1.4 History pages 4-66-.79. 

ACTION REQUIRED TO MAINTAIN TCACCIS CONNECTIVITY TO IBS

by Garry Haun, TIS IT Operations Manager

A number of our TCACCIS users are reporting problems sending data to IBS. For most users this manifests itself when IBS informs them their data was not received. This has been attributed to the closing of Ports 20 and 21 on routers or firewalls on the Army data network (NIPRNET). These ports are being closed by network administrators as part of a DA directive to increase network security by closing these ports unless a waiver is requested and granted. TCACCIS users need to proactively contact their local DOIMs to request a waiver to keep Ports 20 and 21 open to permit access to IBS. The information you will need to have is your TCACCIS server IP address and the IBS server IP address which can be obtained by calling the TIS Help Desk. TCACCIS users experiencing problems with connecting to IBS are encouraged to call the TIS Help Desk at 866-TC AIMS 2 (866-822-4672) or (703) 752-0806, or DSN# (312) 221-5000. 

TIS FAQs

Questions from the Field



Convert Reports

by Carla Brown, Army Functional

Question: How can you save a TC AIMS II Report to another program i.e. Word, Excel, Notebook etc...

Answer: Reports are created by using the Wizard Command. The Wizard Command is located on the Tool Bar. Reports can be created in Asset Management, Movement Planning and Movement Execution

From Tool Bar, Click on Wizard, drop down appears with Reports and Interfaces; select Reports. Multi-Print Reports Wizard Screen appears.

NOTE: The system provides capability to produce standard or AD HOC equipment and personnel reports from the information in the TC AIMS II data base.

1. Click on Units to select UIC, Highlight appropriate UIC.
2. Select OK.
3. Select the type report you wish to generate.
4. To preview on screen, place a (Check Mark) in the on screen preview box.
5. From the Tool Bar, select (Magnifying Glass symbol) Reports preview.
6. Report is displayed in TC AIMS II window.
7. From the Tool Bar, click on file, then Save As. The Save As window will be displayed.

Following steps are on Save As window:

8. Save in: using drop down arrow, click on Desk Top – NOTE: When in Citrix environment save file to alternate drive i.e. A:, C: (Desktop will not be available).

9. File Name: Create a file name.
10. Save as type: using drop down arrow to select the program you wish to save the file in such as Excel.
11. Click on Save.

File saved successfully, window will appear. Click “OK”

Minimize all TC AIMS II windows – locate the file you created to your desktop/Alternate Drive. Double click on file.

NOTE: Depending on which program you selected, some data fields may need adjusting. 

PBUSE

by Eric Johnson, Government Tester

Import capability of PBUSE – Property Book and Unit Supply data into TCAIMS II.

PBUSE interfacing capabilities are currently being developed as an enhancement to TCAIMS II capability. The interface will be available to the user community in a future maintenance release. In the interim, the following steps are available when a user has a need to import PBUSE data into TCAIMS II:

1. The user (Property Book Officer) sends a Hand Receipt Record (*.NEW) to the TIS Help Desk (tishelpdesk@eis.army.mil) or (703-752-0806) via email. Confirmation of receipt is an open ticket number.
2. The help desk uses a script that converts this file, that enables it to be imported into TCACCIS. The script converts the file into unit data, readable in TCACCIS.
3. The file is exported from TCACCIS to TCAIMS II. (There are three files associated with TCACCIS to TCAIMS II interface exchange; equip.gz, veh_id.gz, and unit.gz.)
4. The TCAIMS II Help Desk sends the files back to the unit; preferably via email.
5. The unit imports the file into TCAIMS II using the TCACCIS import capability. All records are displayed in the temporary workspace known as "New Cargo". At this stage the unit has the ability to accept, reject and make corrections to records before applying it to the TCAIMS II database.


Notes: Steps 2-4 are executed by the TIS Help Desk. 



Please Help Us Help You

When e-mailing the TIS Help Desk with a private e-mail address (e.g., AOL, Comcast or Hotmail), please help us by identifying yourself. Please provide the following information: your name, your location, and your association with the project. If we do not have the necessary information, we will respond to your e-mail with a request for more information, which only slows down the process in resolving your problem or answering your question.

Please help us so that we may better help you.

Thank you for your cooperation. 

Help Desk Toll Free Number

Great news for Transportation Information Systems (TIS) customers! We now have a toll-free line for customer support.

For questions about TIS Applications; contact us by phone, 24 X 7, at:

1-866-TCAIMS2
(1-866-822-4672)

or at our DSN number:
221-5000

or by e-mail at
tishelpdesk@eis.army.mil

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